THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN) : (a) No, Sir.

(b) Does not arise.

(c) The Ninth Plan is yet to be finalised.

[English]

International Airport at Nadargul

3079. DR. T. SUBBARAMI REDDY :
SHRIMATI LAKSHMI PANABAKA :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the proposed International Airport at Nadargul, 25 kilometers from the city of Hyderabad has been withdrawn in view of the refusal of the Defence Authorities to alienate the land at Hakimpet where it was initially proposed;

(b) whether the State Government was not ready for an alternative site;

(c) whether the State Government has now decided to search for an alternative site in case the Defence authorities refused to provide the land;

(d) if so, the details thereof; and

(e) the time by which the International Airport will be coming up in Hyderabad ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI JAYANTHI NATARAJAN) : (a) to (e) Airports Authority of India (AAI) has no plan to construct an airport at Nadirgul near Hyderabad. At present, there are limited international operations at Hyderabad and the existing airport is sufficient to meet the demand of the international traffic.

Steps to make Indian Airlines Profitable

3080. SHRI T. GOVINDAN : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Government propose to take effective steps to make the Indian Airlines a profitable institution as it had been incurring huge losses in the past; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI JAYANTHI NATARAJAN) : (a) and (b) The steps taken/ proposed to be taken by Indian Airlines to reduce its losses are as under :

(i) Increase in productivity of Pilots and Engineers after introduction of Productivity Linked Incentive Schemes.

(ii) Increase in international operations directly as well as in alliance with Air India and opening of new destinations and new links.

(iii) Rationalisation of routes.

(iv) Setting up of independent profit centres.

(v) Improvement in quality of service.

(vi) Dissemination of information about the strength of the Company.

(vii) Implementation of the long-term Turn Around Strategy suggested by the Committee of experts headed by Dr. Kelkar, Secretary, Ministry of Petroleum & Natural Gas.

(viii) Broad-basing of capital structure.

(ix) Minimising the non-operational capital expenditure wherever feasible.

Damage to Fatehpur Sikri

3081. SHRI SANAT KUMAR MANDAL :
SHRI I.D. SWAMI :

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether attention of the Government has been invited to the newsitem captioned "Use of explosives for sandstone quarrying destroys monuments. ASI watches silently, Dont's cry just for Taj, Fatehpur Sikri is dying" appearing in the Indian Express, New Delhi dated July 13, 1997;

(b) if so, the facts thereof;

(c) the reaction of the Government thereto; and

(d) the reasons for the failure of the Archaeological survery of India (ASI) to check this irreparable damage to the historic monuments at Fatehpur Sikri ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI S.R. BOMMAI) : (a) Yes, Sir. No specific damage to Centrally protected monuments has been